

PC. SPECIAL PROJECT COMMITMENTS



This "GREEN SHEET" identifies the special project commitments made to avoid, minimize, or mitigate project impacts beyond those required to comply with applicable federal and state requirements and regulations.

During the National Environmental Policy Act (NEPA) process, commitments are made to avoid, minimize, or mitigate project impacts. Commitments result from public comment or through the requirements of, or agreements with, environmental resource and regulatory agencies.

In addition to compliance with applicable federal and state requirements and regulations, such as Section 404 Individual Permit Conditions, Nationwide Permit Conditions, Regional Conditions, and State Consistency Conditions; North Carolina Department of Transportation (NCDOT) *Guidelines for Best Management Practices for the Protection of Surface Waters*; General Certification Conditions and Section 401 Conditions of Certification, and the Endangered Species Act, **Table PC-1** lists special project commitments that have been agreed to by the North Carolina Turnpike Authority (NCTA).

TABLE PC-1: Special Project Commitments

Item	Final EIS Section	Project Commitment	Project Stage
1	Community Resources and Services 2.5.1.5	NCTA will coordinate with Gaston County Public Schools and Mecklenburg County Public Schools to share information.	Final Design through Construction Management
2	Community Resources and Services 2.5.1.5	NCTA will coordinate with the Gaston Urban Area Metropolitan Planning Organization and the Catawba Lands Conservancy to identify needed accommodations for any existing and funded greenways that cross the Preferred Alternative. NCTA will incorporate into the final design accommodations for existing and funded greenways, subject to applicable cost sharing.	Final Design
3	Community Resources and Services 2.5.1.5	Implementation of the Preferred Alternative may require re-routing of existing service routes during construction. NCTA will coordinate with the Gaston County Fire Marshal to ensure continuation of services during construction.	Final Design through Construction Management
4	Community Resources and Services 2.5.1.5	The refined preliminary design for the Preferred Alternative results in the direct taking of the Dixie Community Center on Garrison Road. If final design results in a direct taking, NCTA will conduct additional coordination with the Garrison Road Community Center non-profit organization and provide mitigation for the loss of this facility. The organization would be eligible for all the benefits for non-residential relocatees under the NCDOT's relocation assistance program described in Section 2.5.1.2 . Benefits would include, but not be limited to, advisory services to identify replacement sites, moving costs, and reestablishment expenses.	Final Design, ROW Acquisition
5	Community Safety 2.5.1.6	NCTA will ensure the bridge over the Catawba River will be designed so as not to preclude future accommodation of a pedestrian/bicycle facility funded by others, such as local jurisdictions. For established and planned bicycle routes, NCTA will coordinate with MUMPO and GUAMPO to accommodate these facilities where appropriate.	Final Design
6	Noise 2.5.2.1	A Design Noise Study will be prepared to update the noise analysis based upon the most recent FHWA regulations and NCDOT noise policies, traffic forecasts, and the final design.	Final Design

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7	Farmland	2.5.2.3	The NCTA will comply with the VAD ordinance (Gaston County Voluntary Agricultural District Ordinance, Gaston County Web site: www.co.gaston.nc.us/ordinances/VADOrdinance2004-07-22.pdf) and will work with Gaston County regarding public hearings related to land condemnation proceedings against the VAD parcels prior to right-of-way acquisition.	Final Design, ROW Acquisition
8	Utilities and Infrastructure – Electrical	2.5.2.4	NCTA will coordinate with local utilities to avoid and minimize disruptions in service.	Final Design, Construction
9	Utilities and Infrastructure – Railroads	2.5.2.4	NCTA will coordinate with the NCDOT Rail Division and Norfolk Southern during final design for the project's interchange at I-85, which would affect the east-west rail mainline through Gaston County.	Final Design
10	Utilities and Infrastructure – Railroads	2.5.2.4	NCTA will coordinate with the NCDOT Rail Division and Norfolk Southern during final design of the crossing of the rail spur that serves Duke Energy Corporation's Allen Steam Station.	Final Design
11	Utilities and Infrastructure – Railroads	2.5.2.4	NCTA will coordinate with the NCDOT Rail Division and Norfolk Southern during final design for the project's interchange at US 321, which would affect the Norfolk Southern branch line that runs north-south parallel to the east side of US 321.	Final Design
12	Visual Resources	2.5.2.5	NCTA will investigate the feasibility and reasonableness of incorporating cost-effective treatments for the bridge sides, piers, and railings on the bridges over the South Fork Catawba River and Catawba River as part of an aesthetic plan for the project.	Final Design
13	Hazardous Materials	2.5.2.6	When the final proposed alignment is established and right of way limits are determined, a hazardous materials site assessment will be performed to the degree necessary to determine levels of contamination at any potential hazardous materials sites along the Preferred Alternative. The assessment will be made prior to right-of-way acquisition.	Final Design, ROW Acquisition
14	Historic Architectural Resources	2.5.3.1	NCTA will ensure that there is no taking of property, either by fee simple or permanent easement, from the JBF Riddle House.	Final Design
15	Historic Architectural Resources	2.5.3.1	NCTA will ensure that full access is maintained to the Harrison Family Dairy Farm.	Final Design
16	Archaeological Resources	2.5.3.2	Geotechnical studies and surveys conducted by NCTA will identify abandoned mines in the area.	Final Design through Construction Management
17	Water Resources	2.5.4.2	NCTA will coordinate with Duke Energy Corporation to obtain the necessary FERC permit. The process is expected to result in a FERC license revision to allow the granting of an easement within the FERC project boundary to NCTA to construct the Gaston East-West Connector, including the bridges over Lake Wylie.	Final Design
18	Water Resources	2.5.4.2	An erosion and sedimentation plan will be developed for the Preferred Alternative prior to construction in accordance with all applicable regulations and guidance. The FHWA, NCTA, and NCDOT will work with the permitting agencies to determine the appropriate best management practices to implement for the project.	Final Design
19	Small Group Meetings	3.2.2	NCTA will review the refined preliminary design to evaluate ways to minimize costs and impacts on the Bruce's Iron & Metal site.	Final Design